

**Carl Moyer Program Advisory: 05-003**

**Carl Moyer Program and Motor Vehicle Registration Fee Funding  
for Light-Duty Scrap Programs**

*This page updated December 20, 2004*

Since 1998, the Carl Moyer Memorial Air Quality Standards Attainment Program ("Carl Moyer Program") has provided grants to encourage the owners of heavy-duty engines to go beyond regulatory requirements by retrofitting, repowering, or replacing their engines with newer and cleaner ones. On January 1, 2005, new legislation (AB 923, Firebaugh) will take effect which broadens the definition of Carl Moyer Program-eligible projects to include a light-duty vehicles and additional agricultural sources.

Carl Moyer Program grants are awarded based on funding protocols developed by the Air Resources Board (ARB or "Board") staff, in consultation with local air districts and interested stakeholders, and adopted by the Board in a public meeting. Before districts can fund projects to reduce emissions from these new agricultural sources, ARB staff need to develop draft protocols and present the protocols to the Board for approval. (For information on funding projects for the additional agricultural sources authorized by AB 923, please consult Program Advisory 05-002.)

The purpose of this Advisory is to interpret AB 923 as it applies to light-duty scrap programs. Although there are currently no Carl Moyer Program protocols for light-duty scrap programs, the Board has adopted light-duty scrap regulations which can serve as interim protocols.

AB 923 requires the ARB to establish or update grant criteria and guidelines for covered projects, as revised by the bill, by January 1, 2006. This Advisory will serve as an interim guideline; however, this Advisory will eventually be superseded by Board-adopted guidelines. After October 2005, interested persons should consult <http://www.arb.ca.gov/msprog/moyer/moyer.htm> or ARB staff to determine if final Board-adopted guidelines are available. This Advisory sets minimum project criteria. Local air pollution control district requirements may be more stringent.

**What are the criteria for funding car scrap programs?**

Voluntary accelerated vehicle retirement (VAVR), or "scrap," programs must be implemented according to the regulations adopted by the ARB on February 21, 2002. These regulations are set forth in sections 2601 through 2610 of Title 13 of the California Code of Regulations or at <http://www.arb.ca.gov/regact/vavr/vavr.htm>. Districts that choose to implement a car scrap program may set more stringent requirements than called for under state law.

The cost-effectiveness limit is \$13,600 per ton of emission reduced. Please consult Carl Moyer Program Advisory 05-001 for additional information about cost-effectiveness.

The emission reductions from scrap programs that meet these requirements may be counted toward the reductions required by the State Implementation Plan as long as they are surplus. Scrap programs funded with the \$2 motor vehicle registration fee that meet these requirements can also be counted toward a district's Carl Moyer Program matching fund requirement.